REPORT OF CHANNEL CONDITIONS
400 FEET WIDE OR GREATER
(ER 1130-2-306)

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DATE Mar 8, 2002

TO: Commander, First Coast Guard District
408 Atlantic Ave.
Boston ,MA 02110-2290

FROM: U.S. Army Corps of Engineers
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New York, NY 10278-0090

RIVER/HARBOR NAME AND STATE:
Newark Bay, Hackensack & Passaic Rivers, NJ-Newark Bay Main Channel

NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			MINIMUM DEPTHS IN EACH ¼ WIDTH OF CHANNEL ENTERING FROM SEAWARD			
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)	LEFT OUTSIDE QUARTER (feet)	LEFT INSIDE QUARTER (feet)	RIGHT INSIDE QUARTER (feet)	RIGHT OUTSIDE QUARTER (feet)
Main Channel, Arthur Kill to Port Elizabeth Channel	11/29/01 thru 12/5/01	1000-1500	2.3	40	38.6	39.8	40.1	33.7
Main Channel, Port Elizabeth Channel to Port Newark Channel	11/29/01 thru 12/5/01	800	.74	40	36.2	39.4	36.0	31.4
Main Channel, Port Newark Channel to Passaic/Hackensack Rivers Junction	11/29/01 thru 12/5/01	500-900	1.6	35	17.9	24.9	20.4	7.7

REMARKS ***(Continue on reverse)***

1. All depths are in MLW.
2. Main Channel, Arthur Kill to Port Elizabeth Channel: Shoaling in the reach reduces the effective channel width (with depth of 40 ft) to 960 ft at the narrow width section and to 1,050 ft at the wide section.
3. Main Channel, Port Elizabeth Channel to Port Newark Channel: Heavy shoaling at the vicinity of Port Elizabeth Channel reduces the effective channel width (with depth of 40 ft) to 170 ft at the center of the channel.
4. Main Channel, Port Newark Channel to Passaic/Hackensack Rivers Junction: Heavy shoaling at the Conrail Rail Bridge reduces the effective channel width (with depth of 35 ft) to 200 ft at the center of the channel.